



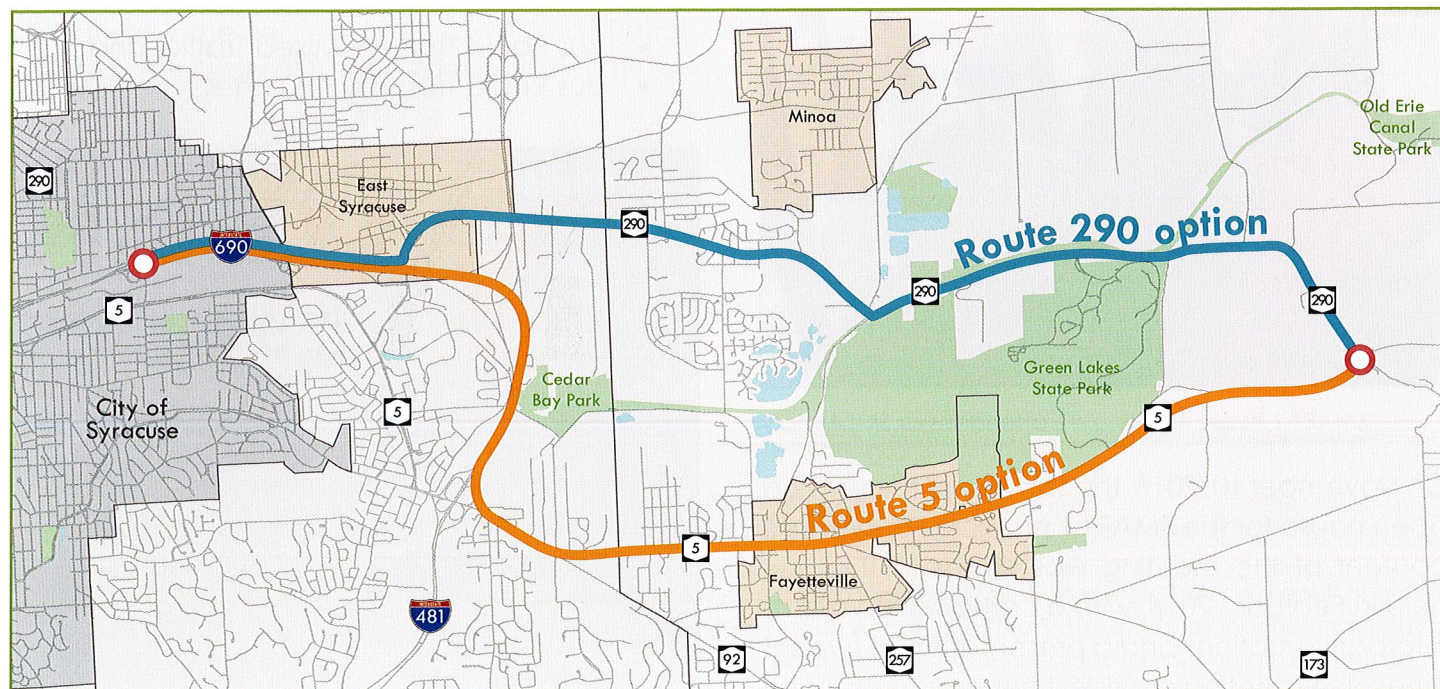
## WORK UNDERWAY ON FAYETTEVILLE ROUTE 5 ANALYSIS

In September 2016, the SMTC Planning Committee approved the Scope of Work for the **Village of Fayetteville Route 5 Transportation and Land Use Analysis**. The Village proposed this study to “identify methods to allow the Village of Fayetteville to continue to develop existing under utilized properties by improving and/or creating new vehicle capacity within the village.” The SMTC will expand on this objective by analyzing the potential for alternate routes for through traffic – using the existing transportation network – and looking for opportunities to improve vehicle flow without substantial infrastructure expansion. The study will also consider the needs of pedestrians and bicyclists moving within and through the village.

As part of this study, the SMTC recently completed a travel time study comparing Route 5 and Route 290 between Mycenae (east of the Village of Fayetteville) and Syracuse. The village expressed interest in encouraging through traffic from the

east to use the Route 290 corridor rather than Route 5 to reach I-481/I-690 and other points to the west. The travel time study was designed to quantify average travel time on these two east-west commuter routes, as well as to identify areas of recurring congestion during the peak commuter periods. To conduct this study, SMTC staff members drove each route during the commuter peak hours (morning and evening) while carrying GPS units in their vehicles. With ten different staff members participating over eight days in September and October, we were able to collect 24 different “runs” on each route, recording time and location at one-second intervals along the way. From this data set, we were able to determine the average travel time on each route, and the locations of congestion.

The results of this travel time study indicate that the Route 5 option and the Route 290 option between Mycenae and Syracuse (at the Midler Avenue exit on I-690) offer comparable travel times, both under 20 minutes on average. In all cases, the overall average



This map shows the two routes that were studied using GPS units to record travel time and identify locations of congestion

travel time on Route 5 was greater than the average travel time on Route 290, although the difference was relatively small. The greatest difference in average travel times was observed for the westbound trips during the morning peak period with the average travel time on Route 5 just under four minutes greater than the average travel time on Route 290. Although greater congestion was observed during the evening peak period, overall, most segments of both routes were found to be uncongested during the peak periods. Areas of congestion were relatively short.

The travel time study is just one of the tasks scoped for the Route 5 Transportation and Land Use Analysis. The overall study is expected to be complete by the end of 2017. The next steps include projection of future trips associated with anticipated development in and around the village and the use of the SMTC's travel demand model to analyze impacts. At least one public meeting is anticipated for this study, which will likely be held in the fall once additional analysis is complete and initial recommendations have been drafted.

The study is being guided by an Advisory Committee consisting of the Village of Fayetteville, Town of Manlius, New York State Department of Transportation, and the Syracuse-Onondaga County Planning Agency.

Contact Meghan Vitale, project manager, at 315.422.5716, or [mvitale@smtcmpo.org](mailto:mvitale@smtcmpo.org), to learn more about this project.

### Upcoming Public Meeting:

The **Erie Boulevard East Pedestrian Study Public Meeting** will be held on Wednesday, March 8, 2017, at H.W. Smith School, 1130 Salt Springs Road, Syracuse.

Further details about the meeting can be found on the SMTC web site: [www.smtcmpo.org](http://www.smtcmpo.org).



## MOVE OVER - IT'S THE LAW!

New York's **"Move Over"** law requires motorists to use due care, slow down, and safely move over whenever approaching an emergency or hazard vehicle on the shoulder, or travel lane, displaying red, white, amber, blue, and/or green lights.

New York State's first "Move Over" legislation took effect on January 1, 2011. The original law was designed to protect the safety of law enforcement and emergency responders along the state's roadways. The law has been expanded to include a wider range of hazard and emergency vehicles. On January 17, 2017, the state expanded the "Move Over" law to include any volunteer fire fighter and ambulance worker vehicles that display blue or green lights. The expanded "Move Over" law also includes sanitation vehicles, such as recycling and garbage trucks.



Courtesy of NHTSA

Drivers need to be mindful of the "Move Over" law not only when they see emergency responders, but also when they see construction and maintenance vehicles. Drivers should slow down and safely move over as soon as they see lights, vests, or reflectors.

For more information on the "Move Over" law or to view New York State's public service announcement visit: <http://www.thruway.ny.gov/travelers/safety/moveoverlaw.html>.